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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Communications relating to the news columns should be addressed to the Editor, and not to the proprietors, and should be accompanied by a return address, but no return address is necessary for the publication of good faith. All letters for publication should be written on one side of the paper only. No anonymous communications have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL. HONGKONG OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 9th July, 1903.

Few days have passed during the last few months on which some mention has not been found in the Press of the Far East of the new Trans-Siberian railway route. Traveller after traveller has given his experiences, and the very names of the chief stations between Dally and Moscow are beginning to be nearly as familiar as those of the various places passed or touched at on the old sea-route from Europe to China. The comments on the passenger service on the Russian railway have been for the most part favourable, and the appreciation of the accelerated mail transport has been manifested by the abandonment by business houses in Shanghai of the mail steamers running southward for their communications with Europe. From some remarks which we quoted yesterday by Sir THOMAS SHAUGHNESSY, President of the Canadian Pacific Railway Company, it will have been seen that the possibility of a continuance of the maritime conveyance of mail is not yet despaired of, if a fast Atlantic service can be counted upon before the expiration of the next two years, at the end of which time the Canadian Pacific Company's contract expires. Sir THOMAS SHAUGHNESSY's words certainly convey the impression that the sea-route between Britain and the Far East is not yet doomed beyond hope, if only the passage across the Atlantic can be shortened. Nevertheless, the Trans-Siberian railway, even in its present imperfect condition, has secured a great start, and doubtless its promoters will make every effort to quicken and improve their service in proportion as their competitors by sea exert themselves. The present success obtained by the Trans-Siberian line has had its effect in Australia, as various publications which reach us from time to time show. The latest of these is a

leaflet issued by the North Australian League of Melbourne, expressing appreciation of the action of Mr. AUSTIN CHAMBERLAIN, Postmaster General, for having "taken the first practical step to forward the present movement in Australia of preparing the way for quicker intercourse between Australia and Great Britain by the Trans-Siberian railway." This action, the League's resolution remarks, affords an example and an encouragement to the Australian Commonwealth Government to stimulate the authorised railway connection between Port Darwin and Southern Australia. The League looks for quicker means of communication between England and Australia by the land routes across Asia and Australia linked by a fast steamer service between Hongkong or Canton and Port Darwin. The insertion of the words "or Canton," we presume, indicates an expectation of the ultimate connection of Canton, via Hankow, with the Manchurian section of the Russian lines; but it leaves Kowloon, of course, out of the reckoning—a mistake which should not be possible, nor would be so but for the backwardness of the Kowloon-Canton railway scheme. In the meantime the League's circular points out that the South Australian Government has called for bids for the construction of the Central Australian section, to complete the railway line from sea to sea. Travellers are to be sent to the South Australian Railway Commissioner, at Adelaide, on or before the 2nd May, 1904. It is impossible to resist the conviction that a great revolution in inter-continental communications is about to take place shortly. When the time comes, Hongkong must see that it is not left out of account as a punishment for having been too dilatory.

The Russian Volunteer cruisers *Cherson* and *Moskva* are expected at Colombo on their way to the Far East.

L'Echo de China says that the French Chamber has adopted the projected cable between Saigon, Pulo Condor, and "Ponantasia"—probably Pontianak, on the west coast of Borneo.

The number of plague cases notified during the 24 hours ended at noon yesterday was four. All were Chinese, and two were fatal. One body was found in Western Street. The total cases for the year number 1,320.

We have received from Mr. F. B. L. Bowley, secretary and librarian of the City Hall, a copy of the revised Catalogue and Rules of the Free Lending Collection. It is on sale at Messrs. Kelly & Walsh, price 5s.

A telegram dated Simla, 25th June, says:—The plague mortality in India fell last week to 2,084 deaths, being a reduction of 1,616 on the total of the preceding week. The Punjab returns 1,191 deaths and Bombay Presidency, including Bombay and Karachi cities, 704.

The P. & O. s.s. *Palawan* took to Singapore the new Principal Civil Medical Officer of the Straits Settlements, Dr. Donald Keith McDowell, C.M.G., in succession to Dr. Kerr. Dr. McDowell has been considerable service in West Africa, where he was up to recently Principal Medical Officer in Northern Nigeria.

According to the latest information from reliable sources in Mukden, says the N.C. Daily News, the Russian troops garrisoning Fengtien and Kirin provinces number nearly 58,000 men of all arms, and these with 25,000 so-called "railway guards" total nearly 83,000 Russians ready to take the field the moment hostilities are declared.

By permission of Major Radcliffe and officers, the band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—
March..... "The Union's Call,"..... Ellenberg
Overture..... "La Reine de Jong,"..... Adams
S. section..... "The Passenger Boy,"..... Carrell
Song..... "The Promise of Life,"..... Cowen
Selection..... "Kitty Grey,"..... Monckton
Waltz..... "Valse Bleue,"..... Margis
Two-Step..... "Numbin' Moss,"..... Thurban
"God Save the King."

According to the *Peking and Tientsin Times*, General Creagh had a remarkably heavy send-off at the railway station at Tientsin on the 28th ult. General Rohscholtz sent his band to serenade General and Lady Creagh and Captain St. John, A.D.C., at their breakfast, and he himself and a large number of German officers went to the station; there was no German guard of honour at the station, as the German army only honours royalty in this way. But there were British, French, Italians, Japanese, and Chinese guards of honour and bands, and numberless commanding and other officers of all nationalities, and civilians of all kinds. The Hailwan Taoist Tang was there, a contingent of Chinese police under Mr. Ross, and the Viceroy's band under Major Wang, while the Viceroy's naval attaché Commander Liu went with the party, under the Viceroy's orders, as far as Chiawangtao. Notwithstanding the rain, a large number of ladies were at the station to say goodbye to Lady Creagh and lead her with bouquets, and Sir O'Moore and Lady Creagh had to shake hands with some two hundred people before they steamed away amid vociferous cheering. General Creagh is to be succeeded in the North China command by Brigadier-General Francis Vautier, commanding the Poona District in India. Lieut.-Col. Bower is temporarily in command of the troops.

The report of H.E. Sir Henry Blake on the Blue-book for 1902 will be found on page 5.

Preparations are being made for taking a census at the end of this year of the whole of South Africa.

Lieutenant General Fukushima, who so distinguished himself in the campaign up north in 1900, has been made by King Edward a Military Knight-Commander of the Bath and is now Sir Yasumasa Fukushima, K.C.B.

It is reported in Shanghai from Kwangsi that General Pan, commanding the Tschian Circuit of Kwangsi, whose troops have joined the rebels, upon being ordered by Viceroy Sham to resign, committed suicide immediately after receiving the Viceroy's order.

The following appointments have been made at the Admiralty:—Sub-Lieutenants—K. N. Humphreys, to the *Bramble*, and W. E. Coraack, to the *Britomart*, to date June 16; and on recommissioning (N), undated. Surgeons—R. W. B. Hall, to the *Bramble*, to date June 5, and on recommissioning, undated; and W. W. Koir, to the *Britomart*, undated.

Rear-Admiral the Hon. Hedworth Lambton hoisted his flag on board the battleship *Conqueror* at Devonport on the 5th ult. as second in command of the Channel Squadron. The *Conqueror* saluted the flag of the Commander-in-Chief, Admiral Sir E. H. Seymour, and the salute was returned by the gunnery ship *Canbyridge*.

Prince Henri d'Orleans, who had taken to exploring, died at Saigon last year of liver complaint. Steps were then taken to raise an obelisk there to his memory by subscription, but the funds, collected from colonials, relations, and geographers, fell short of expectations. The Funds Committee now make an appeal to the public for more money. The *Saigon Opinion* ridicules the idea of a long for public aid in putting up a lofty monument to a "globetrotter."

Writing of the activity of the Russian Far Eastern Lumber Company on the Yalu river, the *Times* Peking correspondent says:—The Russians recently placed two small river steamers on the Yalu to police the river. Six more are about to arrive by overland train from Harbin. They are twin-screw boats, 70ft. long, draw 2ft. of water, and carry a dozen men, but no passengers or cargo. It is expected that similar boats will be placed on the Yalu. The advantage of the proceeding, apart from interference with the Chinese boat traffic, is that the steamers will require coal depots, which will be built at convenient places on the banks, and these, being Russian property, will require the protection of Russian soldiers.

Reports have been received in Rangoon of the extraordinary rise of the river at Myitkya, Burma. The country round is flooded and villages are reported to be in danger of being swept away. The people have taken shelter in the trees. A small island opposite Myitkya has been submerged. All the riverside villages are inundated and cattle are perishing. The upper reaches of the river are in full flood. Myitkya itself is safe. The flood is the greatest on record. Portions of the permanent way have sunk owing to the heavy rain. A couple of derailments have occurred and the traffic has been suspended on the Rangoon-Henzada line opened recently.

Last month a writer in the *Pacific Journal* called attention to "the disgusting character, from the point of view of French interests, of the rising in the Chinese province of Yunnan." Troubles in Southern China, he said, are always accompanied by a revival of brigandage in the neighbouring colony of Tonkin. "We have already had to take precautionary measures on the frontier. The situation of our citizens in Yunnan-see gives rise to still greater anxiety. In spite of ourselves, by the force of circumstances we may find ourselves under the obligation of acting as we did in 1900. With the troubles in Yunnan on the one hand, and the growing rivalry of Japan and Russia on the other hand, we are bound to enquire whether the situation in the Far East is not about to force itself upon our attention precisely at the moment when events in the Mediterranean claim all our vigilance."

THE VOLUNTEER CONCERT.

The following is the full programme of the Promenade Concert to be held on the Volunteer Parade Ground on Saturday next at 8 p.m.:

PAET I.
Overture..... "Poet and Peasant,"..... Supp.
Orchestra.
Airs Solo..... "Heroes and Gentleman,"..... Mr. C. H. GRACE.
Glee Solo..... "Serenade,"..... Mr. W. ANDERSON.
Tenor Solo..... "Mr. W. ANDERSON."
Violin Solo..... "Legende,"..... Winiawski.
Tenor, Baritone & Bass Trio..... "The Marines,"..... Randegger.
Messrs. C. H. LAMBERT, F. H. BELL, and J. WACKER.
Comic Song..... "Mr. W. G. WORCESTER."
PAET II.
March from *Tannhauser*..... Wagner.
Orchestra.
Bass Solo..... "The Ruler,"..... Mr. F. WATKINS.
Tenor and Bass Duo..... "The Wanderer's,"..... Rubenstein.
Messrs. C. H. LAMBERT and F. H. BELL.
Baritone Solo..... "The King's Minister,"..... Piusotti.
Mr. W. J. TEEBELL.
Song..... "My Love has come,"..... Marials.
Tenor Solo..... "My Love has come,"..... Marials.
Selection..... "Salut D'Amour,"..... Elgar.
Orchestra.
"God Save the King."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

RUSSIA AND JAPAN.

SHANGHAI, 8th July, 10.35 p.m.

PROBABLE ADOPTION OF M. DE WITTE'S PEACE POLICY.

Wires from Kobe state that the Port Arthur Conference will probably adopt M. de Witte's peace policy. General Kurapatkin returns to St. Petersburg immediately.

REUTER'S SERVICE.

THE ILLNESS OF THE POPE.

LONDON, 6th July.
At the Pope's request the last Sacrament has been administered.

LATER.

The condition of the Pope is unchanged.

THE PORTE AND BULGARIA.

LONDON, 6th July.
The Porte has sent a circular telegram to the Powers repudiating the Bulgarian charges of a concentration of Turkish troops at strategic points on the frontier.

OPENING OF THE PACIFIC CABLE.

LONDON, 6th July.
The Pacific Cable has been opened. Mr. Mackay, the President of the Cable Company, sent a message round the world in ten minutes.

PRESIDENT LOUBET IN ENGLAND.

LONDON, 6th July.

President Loubet, accompanied by the Duke of Connaught from Dover, where a splendid naval reception met the President, arrived at Victoria station in the afternoon. The King, the Prince of Wales, and other royalties were at the station; the King and President, who exchanged a prolonged and hearty handshake, drove together with an escort of Life Guards to York House, where President Loubet will reside during his visit. Huge crowds cheered with genuine heartiness, and the President told the King that he was delighted with his reception at London and Dover.

THE BRITISH CHINA FLEET.

LONDON, 6th July.

Mr. Forster in the House of Commons said that there were twelve British ships at present in the Gulf of Pechili, and that the Admiralty were not aware of any special gathering of ships, or of any special object aimed at by the Powers in Chinese waters.

SERIOUS ACCIDENT.

A Chinese workman at the power house of the Peak Tramways met with a serious accident on Tuesday. At the moment it happened he was engaged upon the machinery, which was motionless. Suddenly it was started to drag a car up the line, and the man was knocked against the flywheel. This he caught to save himself, with the result that he was whirled round twice ere the accident was noticed and the machinery stopped. He was picked up in an unconscious condition and sent to Hospital.

ROBBED IN THE STREET.

Adaring theft of a lady's purse-bag was committed on Tuesday night in the open street by a Chinaman. The owner of the purse, a Spanish lady named Madame Zaza, residing at Beaconsfield Arcade, was looking in a shop window in Des Voeux Road, when a coolie came up behind, caught her by the neck, and snatched the purse, which contained a sum of \$10, off her belt. She called out and tried to catch him, but though it was not yet dark and there were plenty of people about, the man succeeded in getting clear away. The affair was reported to the authorities at the Central Police Station, but there is little if any chance of effecting the arrest of the impudent thief. *Appropos* the moment may be an opportune one for warning ladies against walking out with their purses dangling from their waist-belts. The above is not the first case of the kind, but the police are practically helpless, however anxious to prevent such occurrences. In the circumstances the remedy lies with ladies themselves.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
The barometer has fallen over Central Japan, risen on the China coast.
The depression is moving NE. over the S. part of the Sea of Japan. Pressure appears to be low also over the Pacific to the SE. of the Loochoos, and relatively high over NE. China. Moderate NE. winds in the Formosa Channel, and moderate SW. monsoon over the N. part of the China Sea.
Forecast:—SW. and variable winds, light or moderate; fine at first, probably thunder-showers later.

RELICS OF THE SPANISH-AMERICAN WAR.

The old Spanish warship *Valasco*, which was towed into port here from Manila by the steamer *Zafiro* on Tuesday morning, is the purchase of Mr. A. B. Moulder, commission agent, Beaconsfield Arcade. Mr. Moulder has also become the owner of other three relics of the war between the United States and Spain—the *Argus*, *Isma Cristina*, and *Maryuis Duera*, all of which were sunk by the American fleet in Manila harbour. Seven Spanish vessels altogether went to the bottom, and three still remain there. These, if they can be raised, Mr. Moulder intends to buy too. The *Argus* is the next to be brought across from Manila, and the pumping machinery and steel hawsers that were used when the *Valasco* made the trip are going back to the Philippines in the *Zafiro* to be applied to the same purpose in the case of the *Argus*. All four of Mr. Moulder's purchases are in good condition, considering the years they were under water; they are, of course, thickly covered with barnacles, but nothing the worse for that. The armaments have been entirely removed and in some cases also the machinery. Of the latter, only a part remains on the *Valasco*, but the *Isma Cristina* has not been completely stripped, and the boiler and engines are in a good state of preservation. The mast of this vessel, it is interesting to learn, was sold in Manila to an enterprising young American, who had it converted into walking-sticks which he sold for a dollar gold each. The demand far exceeded the supply, but there was no scarcity of wood—ordinary wood from anywhere—and the resourceful vendor continued to supply patriotic Americans with souvenirs so like the real article that nobody was any the wiser. The purchaser got his stick and the seller his dollar gold, and both were satisfied. Few articles of convenient size for the curio-hunter remain on the old warships. Mr. Moulder has in his office an old, rusted Mauser rifle which he found on the *Valasco*; all the woodwork has been eaten away, leaving only the lock and barrel. When the vessel was first raised a bagle made unrecognisable by barnacles was found on board; after it had been cleaned, the instrument, a silver one, was found still to possess a beautifully clear tone.

THE PROPOSED KWANGSI LOAN.

Dr. Morrison writes under date Peking:—
As was telegraphed from Shanghai on May 26, Wang Chih-chau, Governor of Kwangsi, has signed a loan contract for 300,000 taels, one-third to be in cash and the remainder in machinery and arms, while a special dispensation from the foreign Ministers was to be asked to permit the introduction of arms before August 25, the date of expiration of the term of prohibition under the peace protocol. Though the amount of the loan is small, an interesting question arises from the fact that it is opposed by the French. By a circular note of December 4, 1891, repeated last November, the Chinese Foreign Office notified the foreign Ministers that the Central Government disclaimed all responsibility for any loan, even if stamped with the official seal, contracted by a provincial official, unless it was previously submitted to and approved by the Central Government. France, while raising no objection to a private loan contracted by Wang Chih-chau on his own responsibility, provided that no mine is given as security, will oppose the giving of the Imperial sanction—which means an Imperial guarantee—to any loan contracted with a third Power by officials of provinces bordering on French Indo-China. Should any mine or mines be specified as security for such loan, France will energetically oppose on the ground that the Chinese Government, by a despatch addressed to M. Gerard on June 12, 1897, bound itself to have recourse in the working of the mines in Kwangtung, Kwangsi, and Yunnan to French assistance. Yunnan may be excluded, as the British position there was protected by Lord Salisbury in the Siam Convention of January 13, 1896. France, however, now claims that in virtue of the above undertaking no mine in Kwangtung or Kwangsi can be given as security for any foreign loan unless with the previous consent of the French Government. In other words, France claims exclusive mining rights in these two southern provinces as complete as Germany claims in Shantung. The other Powers have not recognised the French claims. England disputed them at the time, and on April 5, 1898, the Taungti Yamen gave Sir Claude MacDonald a verbal assurance that China had not given exclusive mining privileges of any sort to France. As a matter of fact, I am informed that the Carlotta loan has fallen through owing to the refusal of the sanction of the Central Government—no doubt prompted by the French Legation.

A DELAYED RUSSIAN SIGNAL-STATION.

Captain C. Hinchison of the German s.s. *Ellen Rickmers*, which has arrived in Hongkong after a voyage to the North, reports that on 5th June, when a signal was made at Castro's Bay for a pilot to Nicolaievsk, there were hoisted on the signal-station there in answer to the steamer's signal three flags belonging to the old signal-book. On seeing this the master went ashore to make enquiries and was then informed that the signal-station was not yet in possession of the new signal-book and flags and that the buoys on the Amur River would be laid on the 1st of June (Russian calendar). Nicolaievsk is situated on the Amur about 23 miles from its mouth and is visited each year by some 20 vessels importing groceries, spirits, and manufactured goods.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber.

Present:—
His EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, G.C.M.G.
His EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).
Hon. F. H. MAY (Colonial Secretary).
Hon. Sir HENRY SPENCER BARKLEY, Kt. (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).
Hon. W. CHATHAM (Director of Public Works).
Hon. J. M. ATKINSON (Principal Civil Medical Officer).
Hon. Sir C. P. CHATER, C.M.G.
Hon. Dr. Ho Kai, C.M.G.
Hon. WEE YUK.
Hon. C. W. DICKSON.
Hon. R. SREWAN.
Hon. GERSHON STEWART.
Mr. R. E. JOHNSTON (Acting Clerk of Council).

FINANCIAL.
The COLONIAL SECRETARY laid on the table Financial Minutes (Nos. 25 to 27) and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table Report of the Finance Committee (No. 4) and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

BOUNDARIES.

The COLONIAL SECRETARY moved the following amendment to No. 5 of the Domestic Cleanliness and Ventilation By-laws contained in Schedule B of the Public Health and Buildings Ordinance, 1903, made under Section 16 of the aforesaid Ordinance:—The note to No. 5 of the Domestic Cleanliness and Ventilation By-laws contained in Schedule B of the Public Health and Buildings Ordinance, 1903, is hereby repealed, and the following substituted therefor:—"The western boundary of the eastern division of the City is Graham Street and Endicott Street; the western boundary of the central division of the City is Tank Lane and Cleverly Street; the western division of the City lies to the west of Tank Lane and Cleverly Street. Kowloon is divided into eastern and western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kowloon." He said:—The object of this amendment is to bring the limewashing districts into the same boundaries as those of the health districts. This will enable the inspectors to do their work more effectively.

Hon. Dr. ATKINSON seconded, and the motion was agreed to.

SUPPLEMENTARY ESTIMATES.

The COLONIAL SECRETARY laid on the table the Supplementary Colonial Estimates for 1902, of which the following is an extract:—
Charges on Account of Public Debt, \$18,344.54
Pensions, .. 30,654.90
Governor and Legislature, .. 1,164.25
Audit Department, .. 4,791.64
Treasury, .. 8,820.59
Post Office, .. 26,241.12
Registrar-General's Department, .. 733.33
O. servants, .. 896.30
Legislative Department, .. 14,167.39
Medical Departments, .. 2,800.41
Magistracy, .. 4,142.62
Sanitary Department, .. 24,737.20
Transport, .. 15,733.88
Miscellaneous Services, .. 637,137.55
Public Works Department, .. 2,046,638.46

Ordinary Expenditure .. 1,831,827.65
Public Works Extraordinary .. 768,873.54
\$1,804,201.40

[*Although the excess in the votes Public Works Recurrent amounts to \$160,293.41 and Public Works Extraordinary to \$359,787.77, yet these Supplementary Votes are required, because saving on sums voted for any particular work cannot be appropriated to cover excess on other works, or new item not yet voted.]

PAPERS.

The COLONIAL SECRETARY laid on the table the Report on the Blue-book for 1902, the Report of the Principal Civil Medical Officer, and the Report on the Hongkong Volunteer Corps.

QUESTIONS.

The Hon. G. STEWART gave notice of the following questions:—

(1) When were the plans for the new Law Courts finally passed?
(2) What is the cause of the delay in proceeding with the erection of the Courts?
(3) What was the cost of the site for the new Post Office, and when paid for?

(4) What were the number of designs received in the recent competition for the Post Office?

(5) Can the Government give the date approximately when they will be in a position to invite tenders and proceed actively with the work of the construction of the Post Office?

THE CROWN AGENTS SYSTEM.

Hon. R. SREWAN put the following questions standing in his name:—Will the Honourable the Colonial Secretary be good enough to give the following information respecting the working of the Crown Agents system with regard to this Colony:—

1. (a) What method is adopted for paying the Crown Agents? (b) Do the Crown Agents receive a commission on orders executed in addition to regular salaries? (c) Do they receive remuneration from other Crown Colonies in addition to this?

2. What is the annual sum paid by the Colony to the Crown Agents during the past three years, giving salary and commissions separately, or what amount has been charged to the Colony for the services of the Crown Agents?

NOTICES OF FIRMS

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中
THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903. [224]

CHINESE AMERICAN COMMERCIAL COMPANY.
司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.
THIS Company's Office are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.
Hongkong, 1st May, 1903. [1221]

INSURANCES

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURKISH & CO.
HONGKONG, 14th January, 1903. [210]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [26]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... \$25,719
Total Losses Paid ... \$2,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [1449]

PHOENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.
DOUGLAS LAURIE & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [128]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [2]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
2163, 2171.

I. AUTHORIZED CAPITAL, \$3,000,000 0 0
SUBSCRIBED CAPITAL, 2,700,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FUND, 2,807,215 11 10

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHENWAN, TOMES & CO.
Agents.
Hongkong, 19th June, 1903. [1888]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First-class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
27
JACOBSEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [118]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HOTZ, S. JACOB & CO.
Hongkong, 1st September, 1902. [2327]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULZE'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 9, 10, 12, 16, and 20 BORE, and NEWCASTLE GUNNED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [11]

HIGH-CLASS CHRISTMAS CAKES, decorated ... from \$1.00
Plain Christmas Cakes ... 0.80
German Sand Cakes ... from \$1.00 to \$5.00
Assorted Pastry Cakes ... per dozen 0.80
Savory Buns ... from 1.50
Frieden Stollen ... 2.00
Mince Pie ... per dozen 2.40
Chicken and Ham Pie ... from 3.00
Chicken and Ham Patties ... 2.40
Ginger Pie ... from 5.00
Ginger Puddings &c., to Order.
Please apply to WEISMAN & CO., 142, PRINCE STREET, ANGLO-AMERICAN STORES, 64, PRINCE STREET, or ROYAL SEATED WATER DEPOT, Lee House Street.
Hongkong, 15th December, 1902. [117-1]

ST. NING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

HONGKONG IN 1902.

At the Legislative Council yesterday there was laid on the table H.E. the Governor Sir Henry A. Blake's Report on the Blue-book for 1902, from which to make the following extracts:—

FINANCE.
The revenue for the year 1902 exclusive of land sales amounted to \$4,381,248. Land sales for the year reached \$571,342. The total revenue from all sources was, therefore \$4,952,590, or \$295,105.70 more than the estimate. All the main sources of revenue showed an excess over the estimated receipts with the exception of interest on credit balances and the water account, which yielded \$2,996.08 and \$14,050.53 respectively less than the estimate. Licences and internal revenue showed an excess of no less than \$159,340.55 over the estimate, and there were also considerable excesses under fees of court or office, etc., post office and light dues. The expenditure for the year, chiefly owing to the sums disbursed (under the head of miscellaneous services) in connection with plague, was very large, and far in excess of the estimate. The estimated expenditure (including that on public works extraordinary) was \$4,588,955.26, but the actual disbursements exceeded this estimate by \$1,350,593.25. The total actual expenditure was \$5,939,548.51. Deducting from this the total actual receipts, there was a deficit of \$1,008,474.81 on the actual working of the year, though the surplus of assets on December 31st amounted to \$66,869 exclusive of arrears of revenue.

General Revenue and Expenditure.—Here is given a brief abstract of revenue and expenditure for the years 1901 and 1902.

Assets and Liabilities.—At the end of the year 1902 the surplus of the assets of the Colony over the liabilities amounted to \$66,869.88, the total assets being \$415,903.89 exclusive of arrears of revenue amounting to \$30,780 and the total liabilities to \$749,033.61.

Public Debt.—There is a public debt of \$241,799.15, 1s. 1d. outstanding. The original debt was incurred in connection with the Fraya Reclamation, the Central Market, and water, drainage, and sewerage works. Interest at 3 per cent. is payable upon the loan, which is being paid off by a sinking fund.

INDUSTRIES.
Most of the local industries of the Colony were carried on with satisfactory results during 1902 and were less hampered by plague than during the preceding year. The fall in the exchange value of silver, to which Sir W. Goschen referred in his Blue-book Report for 1901, continued throughout 1902 with hardly a break. The effect of this fall, however, was not so serious as in other respects, is undoubtedly advantageous as regards many local productions and industries. Cotton-spinning in Hongkong was carried on in 1902 under more favourable circumstances than have prevailed since the initiation of this industry. Comparative immunity from plague, together with improved skill on the part of operatives, resulted in largely increased production, and, aided by declining exchange which checked excessive imports of Indian yarns, the local spinners were enabled to gradually advance their prices.

Under normal conditions the progress of this industry may now reasonably be considered as assured, but the possibility of an annual recurrence of plague which experience has proved drives many of the work-people from the Colony, owing to their strong dislike to the measures instituted by the sanitary authorities, is a factor which must not be overlooked in attempting a forecast. The sugar industry had many adverse conditions to contend against during the year, which was a most unprofitable one. Chief amongst these was the continued competition with honey-fed beet sugar, which has been in Europe (the result of enormous overproduction) allowed of being placed in Eastern markets at a level never before reached. The preferential treatment accorded to refineries in Japan and the very onerous conditions there to be contended against constitute a very severe handicap to trade with that country, which was formerly an important outlet for the production in Hongkong. Scarcity of water and greatly increased cost of labour were factors which further conducted in an unfavourable result to local refineries. In other respects the outlook for indigenous enterprise in Hongkong is on the whole promising.

Fisheries.—A considerable proportion of the boat-population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. In the immediate neighbourhood of the Colony, or within its territorial waters, the fishing industry has not assumed any considerable dimensions. A boat \$2,000 was paid into the Treasury during the year from fees for fishing stakes and station licences in the New Territory.

LEGISLATION.
Forty-seven ordinances were passed during 1902, of which twenty-two were amending and twelve private ordinances. The dependence of the Colony for its water-supply on the annual rainfall, and the occurrence of a serious water famine in the spring of the year under review, showed the necessity of introducing new legislation to regulate and control the supply. The result was the Water-works Consolidation Ordinance, which had for its object the economizing of water. Four ordinances dealt with the New Territory, chiefly in connection with Crown lands resumption, rent recovery, and the registration of titles. Of the private measures the most important was the Fraymway Ordinance (No. 10 of 1902), by which the construction of an electric tramway within the Colony was authorized and the necessary legal powers conferred upon the Company by which the tramway is to be constructed.

EDUCATION.
The educational system in the Colony is at present undergoing revision, and it is not yet too early to speak with confidence of the results which may be expected from measures which are, to some extent, only tentative. Of recent years the demand among the Chinese for instruction in the English language has largely increased, and is now so keen that all the Anglo-Chinese schools of the Colony are full, and many would-be pupils cannot find admission. There is also a growing number of night-schools and other non-aided institutions where English is taught. One such school, founded little more than a year ago, has a total enrolment of 300; and

application has been made by its manager for its inclusion under the Government Code, among aided schools. Of Government schools, Queen's College, with an average attendance of nearly one thousand, is the most important. Three Anglo-Chinese District Schools, with a total enrolment of about 400, were entirely re-constituted and put under European headmasters from the end of the year. Of aided Anglo-Chinese schools, the Roman Catholic Cathedral school has an average attendance of over one hundred. In all these schools a large proportion of the staff consists of European masters. During the year a school for children (both sexes) of European parentage was established at Kowloon: it has already a total enrolment of over sixty. A committee was appointed early in the year to consider the whole question of education in the Colony, and it published a report in which were enunciated several important principles. Of these perhaps the most universally accepted is the dictum that while educating Chinese in English and Western knowledge, it is also desirable to ensure a certain standard of proficiency in the Chinese written language. The Inspector of Schools, who was in England during the summer, made a study of the methods employed by the Board of Education, and on his return drew up a new code for aided schools. This draft has since received the full approval of the managers of schools.

PUBLIC WORKS.
The principal public works undertaken or completed within the year were the new Law Courts, the road to Tai-po, the Western Market, the new Harbour Office, an extension of the Typhoon Reservoir, the Kowloon Waterworks, and the Governor's new Peak Residence. The Law Courts are to be built on the Fraya Reclamation. The greater part of the year was occupied in forming the foundations, which were nearly completed. The road to Tai-po, the administrative centre of the New Territory, was practically finished. Its width is 14 feet and its length 18 miles. The foundations of the new Western Market were nearly completed up to ground level, and also those of the new Harbour Office. The new waterworks at Typhoon Reservoir, the Kowloon Waterworks, and the Governor's new Peak Residence have been undertaken in consequence of the inadequacy of the existing water-supply to meet the requirements of the city of Victoria during the dry season. The occupation of the foundations for the new Typhoon Reservoir, over a length of about 280 feet, was practically completed, and a portion was filled in with concrete concrete. The new Kowloon Waterworks scheme is in the hands of a firm of local architects and engineers. Beyond the laying of mains, the defining of drainage boundaries, and the construction of a certain amount of sewerage, there has not yet been time to make any decided progress with the work. The Governor's new Peak Residence was completed in July and occupied shortly afterwards. The house is large and substantial and stands near the highest point on the island. The total amount spent on Public Works Extraordinary during the year was \$1,157,104; and on Works Annually Recurring \$56,793. Of the former sum, \$503,000 was expended in the purchase of a site on the Fraya Reclamation for the new Post Office.

GENERAL OVERVIEW.
From 4th January, 1902, to 31st December, 1902, during my absence on leave, Sir W. J. Goschen, K.C.M.G., administered the Government. In April, 1902, Mr. W. M. Goodman was appointed Chief Justice, and towards the close of the year received the honour of Knighthood. Sir Henry Spencer Berkeley, late Chief Justice of Fiji, succeeded him in the office of Attorney-General. Mr. J. H. Stewart, C.M.G., was appointed Commissioner of the New Territories in April, and was succeeded as Colonial Secretary by Mr. F. H. May, C.M.G. The Coronation of His Majesty the King was celebrated in the Colony by a special service in the Cathedral, by general illuminations, and by the presentation of loyal addresses. A statue of His Royal Highness the Duke of Cornwall—the gift of Sir Paul Chater, C.M.G.—was unveiled on 5th July, 1902, and it was announced on that occasion that the same donor and Mr. J. J. Bell-Infante intended to present the Colony with statues of His Majesty the King and of His Royal Highness the Prince of Wales.

The New Territory has continued its gradual and peaceful development; and if it were not for the occasional inroads of disorderly characters from the Chinese side of the frontier there should be but little to record in the way of noteworthy outrages. The demarcation of the whole of the New Territory, with the exception of certain strips and the Island of Lamma, was finished during the year. The construction of an excellent road from Kowloon to Tai-po, a distance of about 18 miles, was practically completed. The system of police stations is also complete, and nearly every station is connected with the city by telephone. The settlement of land claims has been steadily progressing, and it is hoped that the work for which the temporary Land Court was created will shortly be concluded. The area of the New Territory is about 370 square miles, of which the cultivated area is about 45,000 acres or 60 square miles. The estimated population is slightly over 100,000. At present the expenditure on the New Territory, largely due to the cost of the Land Court and Public Works Extraordinary, is considerably in excess of the revenue; but judging from the present rate of progress and prospects for the future it may be expected that the revenue will equal the expenditure within seven or eight years. The local Chamber of Commerce has pronounced itself strongly in favour of the compulsory adoption of the metric system of weights and measures throughout the Empire, and will welcome any change in that direction. In spite of the depression caused especially in import trade, by the fluctuation in the silver market and other more remote causes, the prosperity of the Colony has continued to expand during the past year. Statistics show that in spite of the heavy drain upon the resources of the Colony caused directly and indirectly by the annual recurrence of plague, the financial position of the Colony is sound and gives no cause for uneasiness for the future. At the same time it is well to remember that the assets of this Colony are practically the growth of its commerce, and it is only by a continuance of its sea-borne trade—which fortunately as yet shows no signs of declining—that the Colony can expect to remain in its present prosperous condition.

Refreshing and Agreeable.

CALVERT'S CARBOLIC TOILET SOAP.
A pleasant Antiseptic Soap containing pure Carbolic Acid. Should be used regularly to improve the skin and complexion and prevent infection.
F. C. CALVERT & Co., Manchester, Eng.

THE THRUST OF A LANCE

is scarcely more agonizing than the recurrent pains in the abdomen which follow the eating of improper food or too free indulgence in ice-cream. The immediate cause of cramps and colic is often the distention of the bowels by gas. Quick relief follows the use of Perry Davis' Painkiller. Careful housekeepers give it the place of honor in the family medicine chest. [2727-1]

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 2nd June.

It will be remembered that Hamburg remained a free port long after the foundation of the German empire, no duty being paid on merchandise imported from abroad until it was forwarded to the interior. In 1888, however, Hamburg gave up this privilege which benefitted her as a free port and its numerous warehouses. This measure at the time met with much opposition, but subsequent events have proved its wisdom. The *Hamburger Nachrichten* in its issue of 31st ult. brings a most interesting article on the subject, showing the growth of the trade of the port prior to that date and its development since. It appears that the great and continuous extension of transport facilities, such as the improvement of roads and waterways, the building of railways, &c., in the years 1850 to 1880 led to a corresponding increase of traffic by which Hamburg, the principal seaport of Germany, naturally benefited materially. After 1880 these works proceeded more slowly and trade began to fall off nearly everywhere although it went on increasing slowly in Hamburg; but it was not until the town had entered the Imperial Customs Union on October 15th, 1888, that trade received a fresh impulse, as proved by the following tables. Of course other causes may have contributed to some extent, but I think it must be conceded that the abolition of the obstructive customs barriers was the chief factor.

TABLE I.—IMPORTS BY SEA IN THOUSANDS OF TONS OF 1,000 KILOS.

Year	Imports	Exports
1881	1,000,000	1,000,000
1882	1,000,000	1,000,000
1883	1,000,000	1,000,000
1884	1,000,000	1,000,000
1885	1,000,000	1,000,000
1886	1,000,000	1,000,000
1887	1,000,000	1,000,000
1888	1,000,000	1,000,000
1889	1,000,000	1,000,000
1890	1,000,000	1,000,000
1891	1,000,000	1,000,000
1892	1,000,000	1,000,000
1893	1,000,000	1,000,000
1894	1,000,000	1,000,000
1895	1,000,000	1,000,000
1896	1,000,000	1,000,000
1897	1,000,000	1,000,000
1898	1,000,000	1,000,000
1899	1,000,000	1,000,000
1900	1,000,000	1,000,000
1901	1,000,000	1,000,000
1902	1,000,000	1,000,000

TABLE II.—VALUE IN MILLIONS OF MARKS.

Year	Imports	Exports
1881	1,000,000	1,000,000
1882	1,000,000	1,000,000
1883	1,000,000	1,000,000
1884	1,000,000	1,000,000
1885	1,000,000	1,000,000
1886	1,000,000	1,000,000
1887	1,000,000	1,000,000
1888	1,000,000	1,000,000
1889	1,000,000	1,000,000
1890	1,000,000	1,000,000
1891	1,000,000	1,000,000
1892	1,000,000	1,000,000
1893	1,000,000	1,000,000
1894	1,000,000	1,000,000
1895	1,000,000	1,000,000
1896	1,000,000	1,000,000
1897	1,000,000	1,000,000
1898	1,000,000	1,000,000
1899	1,000,000	1,000,000
1900	1,000,000	1,000,000
1901	1,000,000	1,000,000
1902	1,000,000	1,000,000

TABLE III.—RECEIVED BY RAIL AND RIVER.

Year	Imports	Exports
1881	1,000,000	1,000,000
1882	1,000,000	1,000,000
1883	1,000,000	1,000,000
1884	1,000,000	1,000,000
1885	1,000,000	1,000,000
1886	1,000,000	1,000,000
1887	1,000,000	1,000,000
1888	1,000,000	1,000,000
1889	1,000,000	1,000,000
1890	1,000,000	1,000,000
1891	1,000,000	1,000,000
1892	1,000,000	1,000,000
1893	1,000,000	1,000,000
1894	1,000,000	1,000,000
1895	1,000,000	1,000,000
1896	1,000,000	1,000,000
1897	1,000,000	1,000,000
1898	1,000,000	1,000,000
1899	1,000,000	1,000,000
1900	1,000,000	1,000,000
1901	1,000,000	1,000,000
1902	1,000,000	1,000,000

TABLE IV.—FORWARDED BY RAIL AND RIVER.

Year	Imports	Exports
1881	1,000,000	1,000,000
1882	1,000,000	1,000,000
1883	1,000,000	1,000,000
1884	1,000,000	1,000,000
1885	1,000,000	1,000,000
1886	1,000,000	1,000,000
1887	1,000,000	1,000,000
1888	1,000,000	1,000,000
1889	1,000,000	1,000,000
1890	1,000,000	1,000,000
1891	1,000,000	1,000,000
1892	1,000,000	1,000,000
1893	1,000,000	1,000,000
1894	1,000,000	1,000,000
1895	1,000,000	1,000,000
1896	1,000,000	1,000,000
1897	1,000,000	1,000,000
1898	1,000,000	1,000,000
1899	1,000,000	1,000,000
1900	1,000,000	1,000,000
1901	1,000,000	1,000,000
1902	1,000,000	1,000,000

The most striking feature in the last two tables is the enormous increase in the traffic on the River Elbe.

A few historical data may find a place here. The first steamer to enter the port was the *Lady of the Lake*, Capt. A. W. Cook, on June 17, 1816; she did not return to Yarmouth until July 24, 1817. For eight years no other steamer put into Hamburg, until in 1825 regular lines with monthly sailing and for passengers and goods were opened between Hamburg and London by the *Hollen Jolly* and between this and Amsterdam by the *Unterweser*. The first steamer carrying coals arrived from Hull in 1836. The increase of 45 per cent. in the number of vessels and of 64 per cent. in the tonnage in the decade 1891/1900 as compared with the years 1881/80 is so enormous that there can be little doubt as to its being mainly due to the new customs arrangement. Another salient point is the fact that the increase in the number of vessels does not keep pace with that in the tonnage; the reason as shown by the figures is the steadily growing loading capacity of steamers which within the last fifty years has been tripled, whilst that of sailing vessels has only been doubled. The number of steamers has increased threefold during that time, that of sailing vessels has for obvious reasons not progressed for the same ratio, still if we compare the present figures with those of a century ago the result is highly satisfactory and would be very much more so if we possessed a record of the tonnage of ships prior to the year 1815. The annual average of sea-going vessels entering the port between 1791/1800 was 1,818; in 1840 the number rose to 1,395 and in 1891 to 2,177. The annual average in 1891/1900 reached 3,313 and for 1900 and 1901 the figures are respectively 4,169 and 4,163. The following table shows the annual average of Hamburg-owned vessels since 1836:—

Year	No. of Vessels	Tonnage	Steam
1836	1,000	1,000,000	1,000,000
1840	1,000	1,000,000	1,000,000
1844	1,000	1,000,000	1,000,000
1848	1,000	1,000,000	1,000,000
1852	1,000	1,000,000	1,000,000
1856	1,000	1,000,000	1,000,000
1860	1,000	1,000,000	1,000,000
1864	1,000	1,000,000	1,000,000
1868			

OCEAN STEAM SHIP CO., LD AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON. MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"MACHAON"	On 8th July.
GLASGOW and LIVERPOOL...	"DIOMED"	On 18th July.
GLASGOW and LIVERPOOL...	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL...	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL...	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 9th August.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA.	"MACHAON"	On 10th July.
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.	"NINGCHOW"	On 10th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBÉ and ILOILO	"TAIYUAN"	On 9th July.
SHANGHAI	"HUMAN"	On 10th July.
SHANGHAI and SOERABAYA	"KIUKIANG"	On 11th July.
MANILA	"SHANTUNG"	On 15th July.
MANILA	"SUNGKIANG"	On 15th July.
MANILA	"TAIYUAN"	On 27th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON, FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
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AGENTS.

Hongkong, 8th July, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBÉ (Passing through the Inland Sea)	PALAWAN	5 P.M., 9th July	Freight and Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	J. D. Andrews, R.N.E.	July	
SINGAPORE, COLOMBO and BOMBAY	MANILA	About 10th July	Freight and Passage.
SHANGHAI	H.G.H. Lovell, R.N.E.	July	
LONDON, & SINGAPORE, COLOMBO and BOMBAY	PERKIN	Noon, 13th July	Freight only.
	C. R. Longdon, R.N.E.	July	
	BENGAL	About 16th July	Freight or Passage.
	A. L. Valadon	July	
	BALLAARAT	Noon, 18th July	See Special Advertisement.
	F.R. Summers	July	
	MARAGON	About 24th July	Freight only.
	S. Hall	July	

Hongkong, 9th July, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	TONS	DATE
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Aug.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 26th Aug.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd Sept.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th Oct.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 21st Oct.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 18th Dec.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVE (B.C.) in 12 DAYS "TARTAR" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. Members of the Naval SPECIAL RATES (First class only) granted to Missionaries, Members of the Service of China and Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

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L. E. BROWN, General Agent,
Pedder Street.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"BALLAARAT,"
Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 18th JULY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK PORTS AND SUEZ CANAL. (With liberty to call at Philippine Ports.)

THE Steamship
"KENNEBEC" will be despatched as above on or about the 25th instant.
For Freight and further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
Agents.
Hongkong, 3rd July, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship
"VERONA" will be despatched as above on or about SATURDAY, the 25th JULY.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 7th July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship
"AUSTRALIAN" will be despatched as above on WEDNESDAY, the 25th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July, 1903.

HONGKONG AND MACAO LINE.

THE Steamship
"PAK KONG" will be despatched as above on TUESDAY, the 21st inst., at Noon.
1st Class fare \$1.00 single
2nd Class fare 50 cents
3rd Class fare 20 cents
Meals on board \$1.00
Special Trip every Sunday, leaving Hongkong at 8 a.m. Macao 3.30 p.m.
KWONG WAN STEAMBOAT CO.
Hongkong, 3rd July, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAX CHEUNG" 951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation; electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903.

CHINA NAVIGATION CO. LIMITED.

HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35. STEAMERS Fitted with ELECTRIC LIGHT. FIRST CLASS Accommodation. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 4th July, 1903.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS, in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING" will be despatched for the above ports on TUESDAY, the 14th inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
Agents.
Hongkong, 8th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship
"YARHA" will be despatched for the above ports on or about TUESDAY, the 14th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th July, 1903.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer
"PRINS VALDEMAR" will be despatched for the above ports on or about WEDNESDAY, the 15th instant.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 2nd July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"MACDUFF" ... 13th July.
"SAINT BEDE" ... 25th July.
"MOGUL" ... To follow.
"SATSUMA" ... To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 2nd July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship
"TRIESTE" will be despatched as above on TUESDAY, the 21st inst., at Noon.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Building.
Hongkong, 1st July, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI" will be despatched from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steering, \$0.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 29th April, 1903.

FOR NERVOUS EXHAUSTION.

CHAPOTEAUT'S Phospho Glycerate of Lime.

For Nervous Troubles in Adults and Children.

SOLD IN Capsules, in Syrup, and in Wine.

Increases vital energy and nerve force. Full instructions with each bottle.

CHAPOTEAUT—PARIS, FRANCE.

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

DEALERS IN MARBLE AND GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1899.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO. Hongkong 3rd October, 1900.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. Britannia.
From Calcutta, ex s.s. Somali.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 2nd inst.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 2nd July, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"PALAWAN" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 9 A.M. To-morrow, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 7th July, 1903.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-GENEROUS IN THE WORLD.

PRICE OF 12-BOUNCE CARTRIDGES:—
Loaded with Powder only, and 1 oz. of Shot.
Primrose Cases ... \$0.25
Pegamoid Cases ... 6.85
Ejector Brass Cases, 7.50

WM. SCHMIDT & CO. Gunmakers, Hongkong.
Hankow, 3rd July, 1902.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 8th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents.
Hongkong, 8th July, 1903.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL" FROM LIVERPOOL, MIDDLESBRO' AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-morrow, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th July, 1903.

FOR SALE.

THE Composite Steam Launch "LILY," built by the Hongkong and Whampoa Dock Co., Ltd. For Particulars, apply to D. MACDONALD, 13, Beaconsfield Arcade.

E. A. HEWETT, Supt., P. & O. S. N. Co. Hongkong, 1st July, 1903.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DesVaux Road Central Hongkong. From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903.

MARTIN'S APOLLINARIS PILLS.

A French Remedy for all Irrregularities. Thousands of letters keep a box of Apollinaris Pills in the house, as they are the best and most reliable of all the systems of medicine ever administered. Those who use this medicine, will find it to be the most successful in all cases of Irrregularities, and it is the only one that is not harmful to the system.



van Houten's
Best & GOES FARTHEST
Cocoa
EXQUISITE FLAVOR



Apollinaris
"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY KING EDWARD VII.
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.
Sole Agents:
CARLOWITZ & CO.,
HONG KONG, CANTON, SHANGHAI, TIENSIN, HANKOW & TSINGTAU.
1621

